

to be the reward of sin, is it any wonder that luxurious evil appears less hateful than empty-handed virtue?

Compel the payment of a living wage to female workers, reduce the hours of labor to a reasonable 8 hours or less, and treat reduction of virtue in any form as murder, and the slumming stunts of purity leagues will become unnecessary and a less fashionable recreation than they now seem

to be.

Start in at the right end. Don't hunt the hunted, but put the woman-hunter out of business. At least give the woman who wants to be virtuous an opportunity to live without becoming the prey of beasts in the guise of men.

More good will be done by saving girls before they are driven to the slums than by catching them and dragging them out after they are in.

HISTORY OF STREET RAILWAY DEVELOPMENT IN CHICAGO, AND THE SUBWAY SITUATION

The subway question makes Chicago street car history of timely interest to the people.

March 4, 1856, is the date of the first Chicago street railway ordinance for a horse-car line on State street, starting at Randolph and going to the southern city limits.

The venture proving a decided financial success, line after line was added to tap Chicago's growing territory.

Welcome as the advent of the horse car was to the people of Chicago, it was mighty slow transportation. So, in 1881 a trial of the cable convinced the street car companies that its general adoption would cheapen operation while improving the service; and as fast as practical it took the place of the horses and mules on all main lines.

In 1890, an electric storage motor car was given a trial. The public was not taken into the confidence of the street car companies regarding results obtained; but the trial car did not result in others of its kind, and the shoe string line, as the cable was called, staid on the job.

The first electric trolley line, within the limits of Chicago, started October 2, 1890, running from South Chicago Rolling iMills to 95th street.

It proved so much cheaper in operation and cars traveled so much faster, that the people and the railway companies readily got together on the plan of substituting it for the back-number cable.

There was agitation for an underground feed wire, but finally the companies had their way and the more cheaply installed overhead wire system was permitted.

In December of 1889 the Chicago and South Side Rapid Transit Co., having secured the right-of-way, commenced the erection of